



INSURV

Insights

We at INSURV are continuing our voyage to publish a more light-hearted, fun-to-read, electronic newsletter with tips and tidbits from all aspects of the inspection process! **HOLD ON!** Just because it says INSURV doesn't mean it's bad! On the contrary! On a bi-monthly basis we will provide tips from the deck plates, highlights of successful inspections and good things happening in the Fleet with relation to inspections or trials. We will provide expert advice from the inspectors and a column called "Advice from a Crusty Old Salt" which will be past experiences, humorous stories, or just some great advice to the younger sailors from the guys who have been around for a while! Read through it, share it with your shipmates, and let us know what you think!

INSIDE THE ISSUE

Welcome.....	1
Celebrating Victories "The Goods of 2014"	1
Notes from the Boss	2
It's All About the Deck Featuring Supply & Habitability.....	2
Advice from a Crusty Old Salt.....	5
About INSURV.....	6

CELEBRATING VICTORIES

The Goods of 2014

Captain David Owen, INSURV Chief of Staff

2014 is in the rearview mirror, with the analysis and statistics fully documented from what was a very busy year. INSURV has just recently completed its' annual report and is in the process of briefing it to higher authorities and stakeholders. There will always continue to be challenges within the material world and maintaining our Fleet as the best the world has ever seen. The hard work by our Sailors continues to be reflected in what we see during our snap shot material readiness inspections and the results have been positive. Fleet Material Readiness remains at or above the five year average. Of particular notes, submarines continue their strong performance and CVN material readiness is improving. Additionally, Mine Sweepers and Patrol Craft are well above Fleet average, which is a significant change from a few years ago. It is clear that the focus is there and everybody is engaged from the top on down to the deck plates. This is a victory which we all hope continues to be repeated over and over, year after year.

NOTES FROM THE BOSS



Aloha - I have served as President for three months now, and have been thoroughly impressed with the caliber of Sailors I've interacted with during our inspections! I know you all want to do well and are

working hard to prepare for INSURV. I want to reiterate to each of you that this is an "open book test." Get a copy of the Handbooks that are sent to your ships prior to your MI's as they hold all of the answers. We want to identify how well the system is supporting your ability to maintain material readiness and where changes may be required. While material condition is our main focus, we look at a broad range of areas that im-

pact your readiness and will compare those insights to what we are seeing on other ships across the Fleet. For example, what is your manning and are there areas that require attention? Do you have the right NECs onboard? If so, was the training adequate or does the training community need to address critical gaps? Is shore support adequate and are you getting the right technical assistance? We then take that information, compare results to previous inspections on other ships to find trends "Big Navy" needs to fix. INSURV helps you improve your ability to maintain material readiness. The better prepared you are, the more time we all have to find those invaluable insights that can improve the entire Fleet. You can help by reading through this newsletter and taking the recommendations and insights the INSURV team provides. Together, we can ensure your ship, shipmates and country will be better off! Thanks for all you are doing and I wish you the very best.

"We want to identify how well the system is supporting your ability to maintain material readiness and where changes may be required."

IT'S ALL ABOUT THE DECK

Plain Talk from Supply and Habitability

Submitted by INSURV's Supply & Habitability Inspectors

Habitability

Involvement of your CMC and XO are critical to a successful habitability inspection! Cleanliness, preservation and stowage apply to all spaces. Quite often we see delegation of habitability inspection items to junior personnel lacking oversight. Ensure you have a berthing Petty Officer presenting the berthing, one who is thoroughly familiar with the berthing and status of their discrepancies. Make sure they have ZIDLs; give them the berthing checklists so it can be posted in berthing. The XO or the CMC can utilize the INSURV checklist during their messing and berthing inspections thus giving them and the crew a better understanding of standards.

INSURV Handbooks

Visit our website at
<http://www.public.navy.mil/fltfor/insurv>

To download a handbook, visit the "Inspection Resources" — "Getting Started" — "Notes from President" section.

If you need extra handbooks mailed to you please feel free to contact us.

ALL ABOUT THE DECK (CONT.)

All crew members (E-1 and above) should have a complete understanding of the checklists and be fully involved in self-assessment and discrepancy resolutions. Be mindful of lead times when ordering items for Supply and Habitability; some of the material deficiencies will require contracting or open purchases that have long lead times. A key reference for habitability is the Shipboard habitability, Design Criteria, and Practices Manual T9640-AC-DSP-010/HAB located on our website under supply and habitability resources.

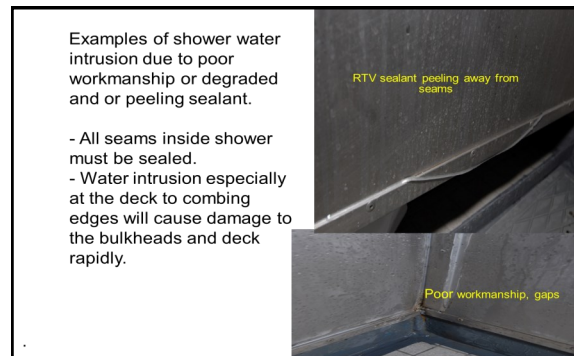
Some common discrepancies in habitability we find during inspections are the following:

- ♦ Vertical ladders lacking photo-luminescent tape strips
- ♦ Berthing racks lacking lee straps



- ♦ INOP fans and damaged bunk lights
- ♦ Emergency egress route panels “exit and no exit” labels missing
- ♦ EEBD holders lacked photoluminescent labels and pins, or holders not mounted
- ♦ Carpeting in staterooms (the only exception is CO/XO or mission commanders cabins)
- ♦ Spaces heaters INOP
- ♦ Unauthorized bedding (personal sheets, blankets and pillows)
- ♦ Unauthorized self-serve washers and dryers in sanitary spaces
- ♦ Physical fitness space lacking required items and equipment not mounted

- ♦ Standing water behind commode false bulkheads
- ♦ Shower sealant degraded, cracks in tiles, water leaking through false bulkheads



- ♦ Commodes cracked, toilet paper holders missing and leaking faucets

Emergency escape kick out panels that are blocked by lockers, not labeled correctly, or designed for easy removal in the event of an emergency. Guidance for Emergency Escape Kick-Out Panels is in the General Specifications for Overhaul of Surface Ships (GSO) 624b, 602j, and NAVSHIPS drawing No. 804-4563128. The panels shall not be obstructed by furniture, fixtures, or other items, and panels and borders shall be clearly marked in accordance with MIL-STD-2046, a label plate shall be located in the center of the panel and both sides and shall read “WARNING EMERGENCY ESCAPE. DO NOT OBSTRUCT.” The letters of this label plate shall be red, reflector type, 1 inch in height.

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ALL ABOUT THE DECK (CONT.)

Supply

Take advantage of the experts - Fleet Assist Team Afloat Training Group - and ask NEXCOM for a laundry groom! Points of contact are: (darryl.teegarden@nexweb.org) on the East Coast; on the West Coast: Joel Santiago (joel.santiago@nexweb.org). Ask NFMT, maintenance center, and ATG for food service equipment groom and work with CHENG, A-gang and EM's to calibrate all your equipment to include the Gaylord Thermostatic Fail Safe switches (Detroit switches) and gauges.

Some common discrepancies in supply we find during inspections are the following:

- ♦ Exposed or improperly insulated wiring or spliced under griddles, ovens, sculleries, juice lines and under-counter refrigerators etc...
- ♦ Remote fire toggle switches in the Grease Interceptor Hoods (GIH) failing to secure the dampers when operated
- ♦ GIH not meeting minimum air flow velocity requirements. Do ventilation cubic feet per minute test

- ♦ GIH calibration dates out-of-periodicity; often thermostatic fail-safe switches are in obscure overhead access panels
- ♦ GIH thermostatic switches failing to secure the dampers when operated
- ♦ Refrigerators, dishwashers, and manual dishwashing equipment out of temperature specifications per NAVMED P-5010
- ♦ Inspect GIH Washdown System (S2); MRC 44 HORB N/MIP 5121
- ♦ Garbage grinders missing safety interlock or interim throat reducer, COMNAVSAFECEN MSG DTG R 091214Z APR 13

Because of so many common discrepancies with GIH thermostatic switches PMS was developed to test those switches. Be on the lookout in your 2015 force revision for MIP 5121, MRC 84 H7NN N! Ensure all spaces are cleaned, maintained, and ready for a "CO's Zone Inspection."

Always use our group email distribution list ([INSURV LTLC SUP HAB@navy.mil](mailto:INSURV_LTLC_SUP_HAB@navy.mil)), keep communication flowing and always talk shop.

If you have a concern, we have a concern!

INSURV's 2014 Annual Report has been added to our CAC-enabled site. To access this report, please visit the link and select your NON-EMAIL certificate

<http://www.public.navy.mil/fltfor/insurv>
("Inspection Resources" -- "Recent Briefs & Reports")

Would YOU like to contribute to this newsletter? Do you have a topic, story, a lesson learned, maybe a success you want to discuss or share? What about offering good advice to with your shipmates and the Fleet? Please let us know!

Contact us at:

[INSURV LTLC Communication Operations@navy.mil](mailto:INSURV_LTLC_Communication_Operations@navy.mil)



ADVICE FROM A CRUSTY OLD SALT

Tom Snyder, Civilian, former Captain and INSURV Chief of Staff

Have you ever met a Sailor who wanted to do a "bad job" when assigned work? I doubt it. The Sailors in your crew are the pride of our nation; young man and women who have volunteered to accept the austerity of shipboard life to defend our country. They want to perform well, but, like even the greatest natural athletes, these Sailors require constant training and coaching to improve their technical skills. This is the great challenge of military leadership. Your Sailors will perform to the lowest standard for procedure compliance acceptable to the chain of command. Your goal as a technical manager and leader is to set a high standard in the area, and then rigorous and continuously enforce that standard. I would recommend a few practices I've found to be effective in this regard.



First, you can't enforce higher standards on your Sailors if your personal level of knowledge is low. Get into the technical references and learn about your equipment. Nothing sets a better example for your subordinates than seeing their leaders working hard to improve their own level of knowledge.

“The Sailors in your crew are the pride of our nation; young man and women who have volunteered to accept the austerity of shipboard life to defend our country. “

Then, start with the most basic tasks your organization performs, those that occur every day. Things like the daily boat report, AFFF station alignment, daily magazine inspection, and the draft report. Go out with your Sailors and observe them performing those tasks. Observe what they are really doing and compare it to the technical requirements you've learned. If there's a difference between reality and the procedure, you've discovered an opportunity to improve your division's performance. You've set a higher standard. You're leading! Finally, apply this process to other, more complex maintenance and operational evolutions. Ensure you are familiar with the procedures and technical requirements. Participate in the planning of the evolution. Then, get out on the deck plates and validate compliance. If you just review the paperwork after the fact, you'll probably get an unrealistically positive assessment of the evolution.

The above process is simple, but it involves a lot of work on your part. Learning about your equipment and its technical attributes is a major challenge. There are many demands on your time, but I can think of few higher priorities than ensuring the material readiness of your ship. After all, the success of your mission, the lives of your crew, and the survival of the country depend on it.

INSURV

The Board of Inspection and Survey (INSURV), Virginia Beach, VA is an independent activity established under Title 10, under direction of a President, with direct reporting requirements to the Chief of Naval Operations (CNO) and the Commander, U.S. Fleet Forces Command (USFF).

The Board of Inspection and Survey conducts acceptance trials of ships and service craft for the purpose of determining the quality of construction, compliance with specifications and Navy requirements, to determine if builder responsible equipment is operating satisfactorily during the guarantee period following acceptance and to make recommendations upon their acceptance by the Navy. They conduct material inspections of all naval ships at least once every 3 years if practical, for the purpose of determining and reporting upon a ship's fitness for further service and material conditions which limits its ability to carry out assignment missions. The Board conducts surveys when directed by the Chief of Naval Operations (CNO), for the purpose of determining and documenting the material condition of the ship in conjunction with their inactivation. They periodically ascertain and report of the material condition and performance capabilities or limitations, the status of fleet operations safety and health and on the status of fleet environmental protection program compliance.

In addition, the Board compiles statistical information regarding recurring or significant acquisition or maintenance deficiencies for the ships, reviews specifications for new ship designs, reporting the results to SECNAV, CNO, fleet commanders, SYSCOMs, and higher authorities such information as they may require. They conduct other inspections and trials of ships and service craft as directed by the CNO and CFFC, while performing other functions as may be assigned by higher authority. Based on observations during INSURV assessments, the Board provides timely, candid, and accurate findings to fleet commanders, TYCOMs, SYSCOMs, and appropriate SECNAV and office of the CNO, (OPNAV) offices, and higher authority, together with recommended actions where appropriate.



Board of Inspection and Survey

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